Project Update / Alternatives Analysis

THE ALTAMONT

CORRIDOR RAIL PROJECT

Tri Valley Policy Advisory Committee – December 8, 2010

U.S. Department of Transportation
Federal Railroad Administration

CALIFORNIA High-Speed Rail Authority

San Joaquin Regional Rail Commission

Today's Presentation

I. Statewide High-Speed Train Project (William Gimpel)

II. Altamont Corridor Project (Brent Ogden)

a) Project Scoping Process
b) Initial Description of Alternatives
c) Potential Alignment Corridors

III. Next Steps

Statewide HST System

- 800 miles of new track + stations and related structures
- $40+ billion in planning and construction costs
- State, federal, local, and private partnership
- 10 years for Phase 1 build-out
- Safely grade-separated
- Double-tracked main line with 4-track stations
- 100% clean electric power
- Max operating speed: 220mph

U.S. Department of Transportation Federal Railroad Administration
CALIFORNIA High-Speed Rail Authority
San Joaquin Regional Rail Commission

Phase 1 Segment Approved by Board

Selection Criteria:

- ✓ **FRA: Construction complete by fall of 2017**
- ✓ **FRA: Independent Utility**
- ✓ **Logical expansion / evolution into an operational HST System**
- ✓ **Minimized Construction Risk**
- ✓ **Minimized Schedule Risk**
- ✓ **Most Useful HST Infrastructure for Least Cost**

U.S. Department of Transportation Federal Railroad Administration
CALIFORNIA High-Speed Rail Authority
San Joaquin Regional Rail Commission

Altamont Corridor Goals and Objectives

- Develop a new regional rail line in the Altamont Corridor linking the northern San Joaquin Valley with the Bay Area
- Develop dedicated corridor and trackage separate from UPRR where feasible
- Transform ACE into a robust intercity and commuter service with more frequent trains operating all day long
- Maximize intermodal connections with other rail services including BART
- Develop train station locations that serve population and employment centers

Alternatives Analysis & EIR/S Process

Scoping Meetings
(November 2009)

Initial Description of Alternatives
(May 2010)

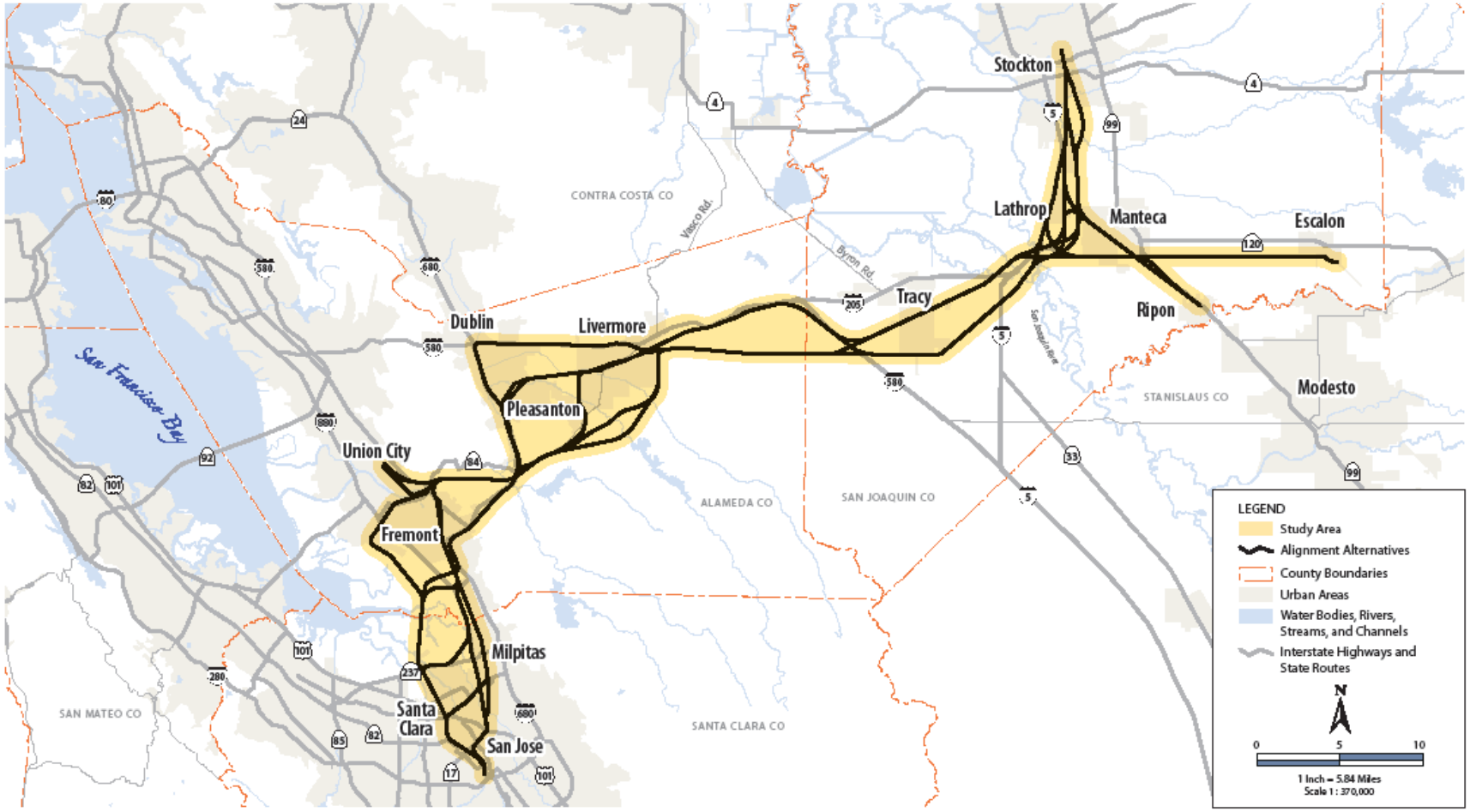
Preliminary Alternatives Analysis
(February 2011)

Supplemental Alternatives Analysis
(Late 2011)

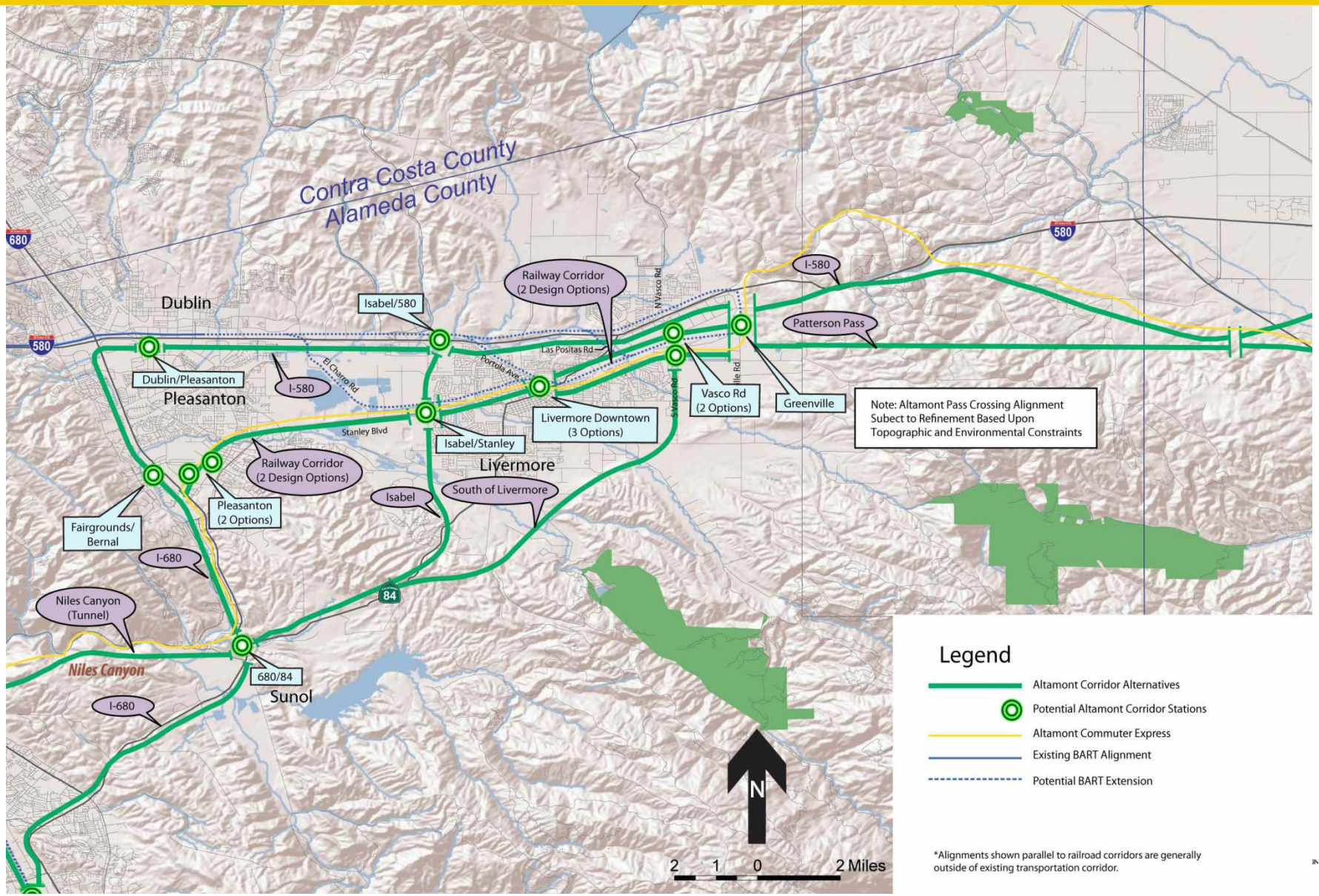
Draft Environmental Impact Report/Statement
(2012)

Alignments Evaluated in Alternatives Analysis

Figure 1.2-1
Alternatives Analysis Study Area

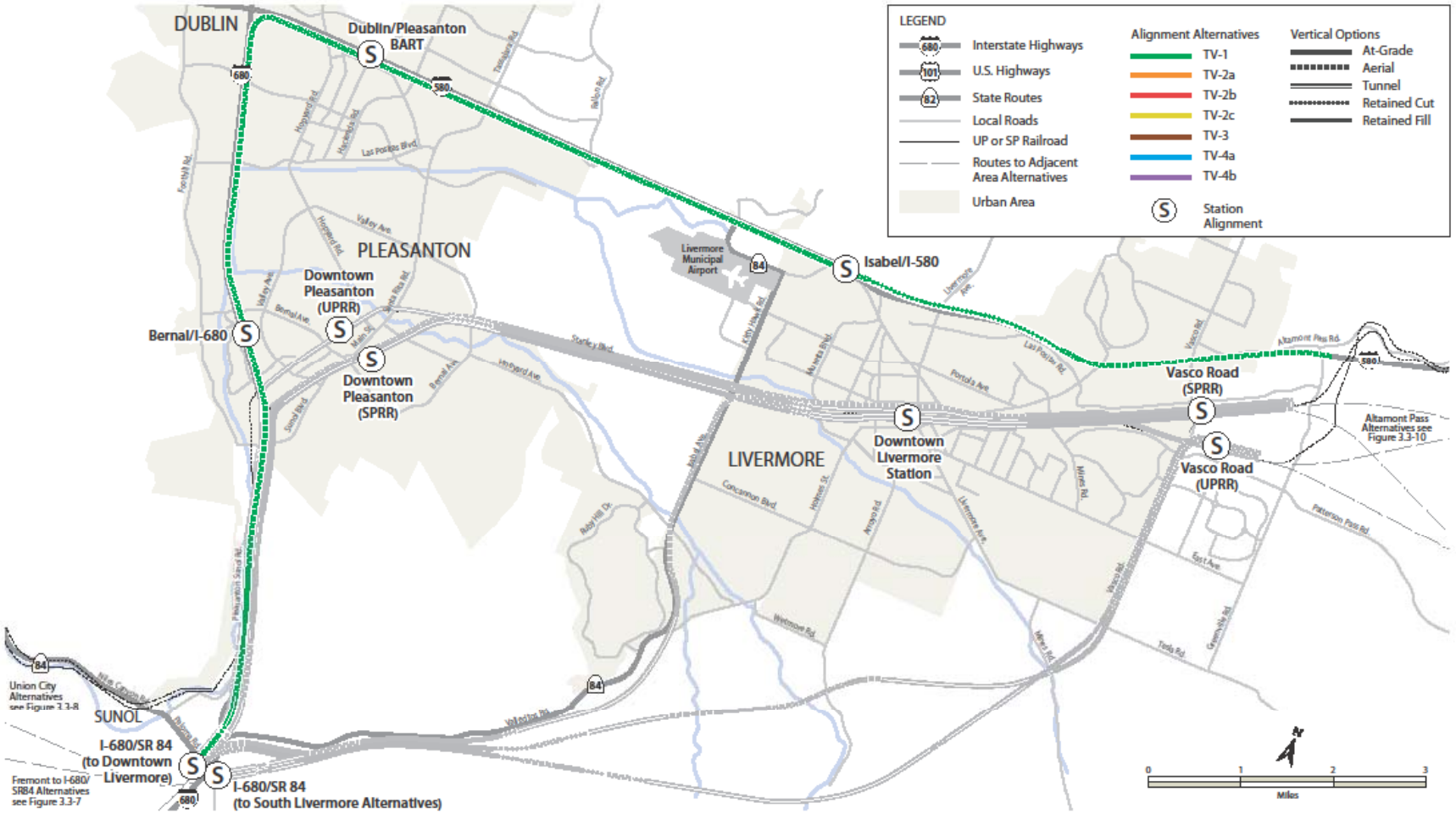


Initial Alternatives – Tri Valley



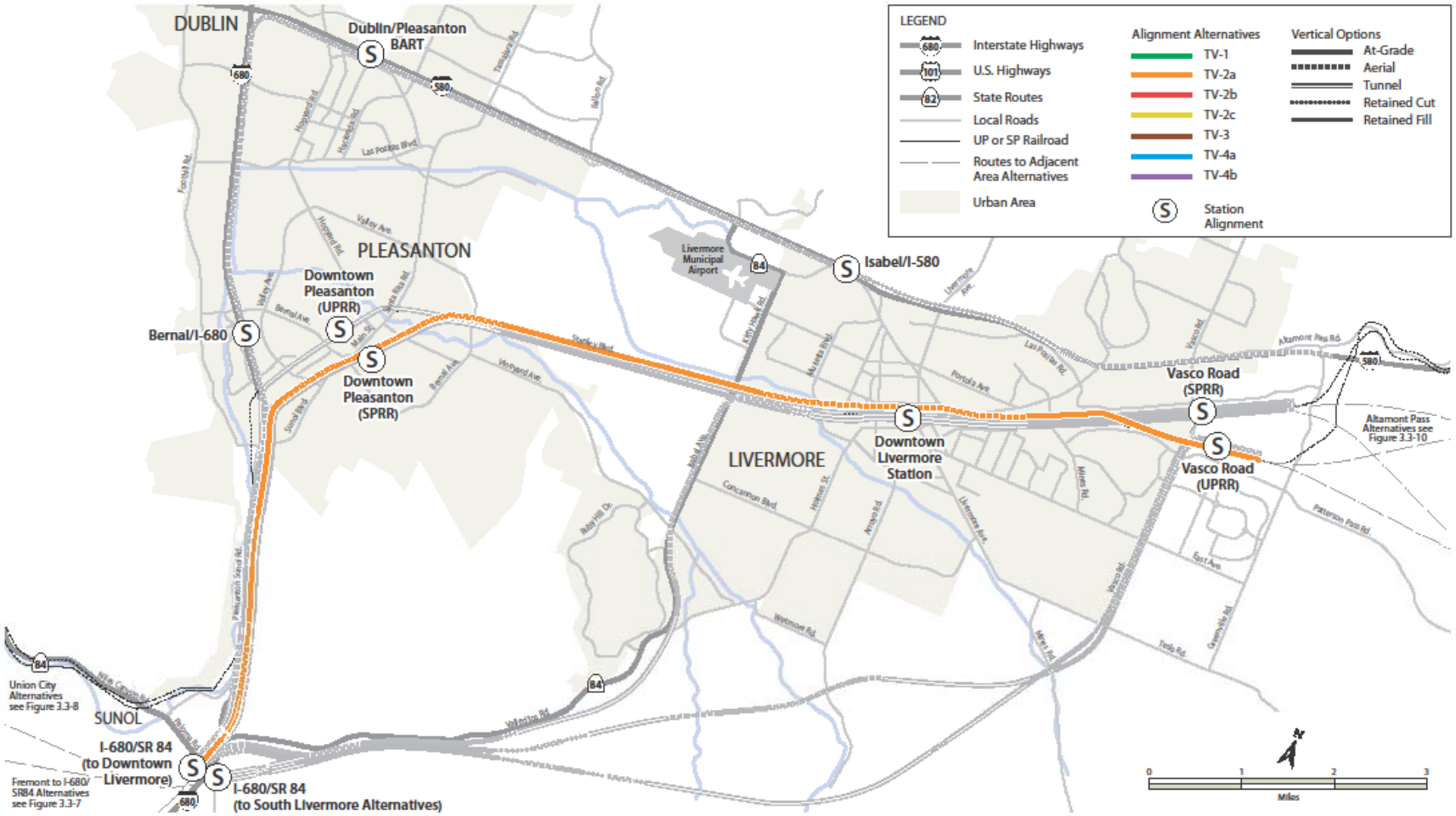
Tri Valley 1 – 580/680

Figure 3.3-9
Alignment and Station Alternatives through the Tri-Valley (Area 2)



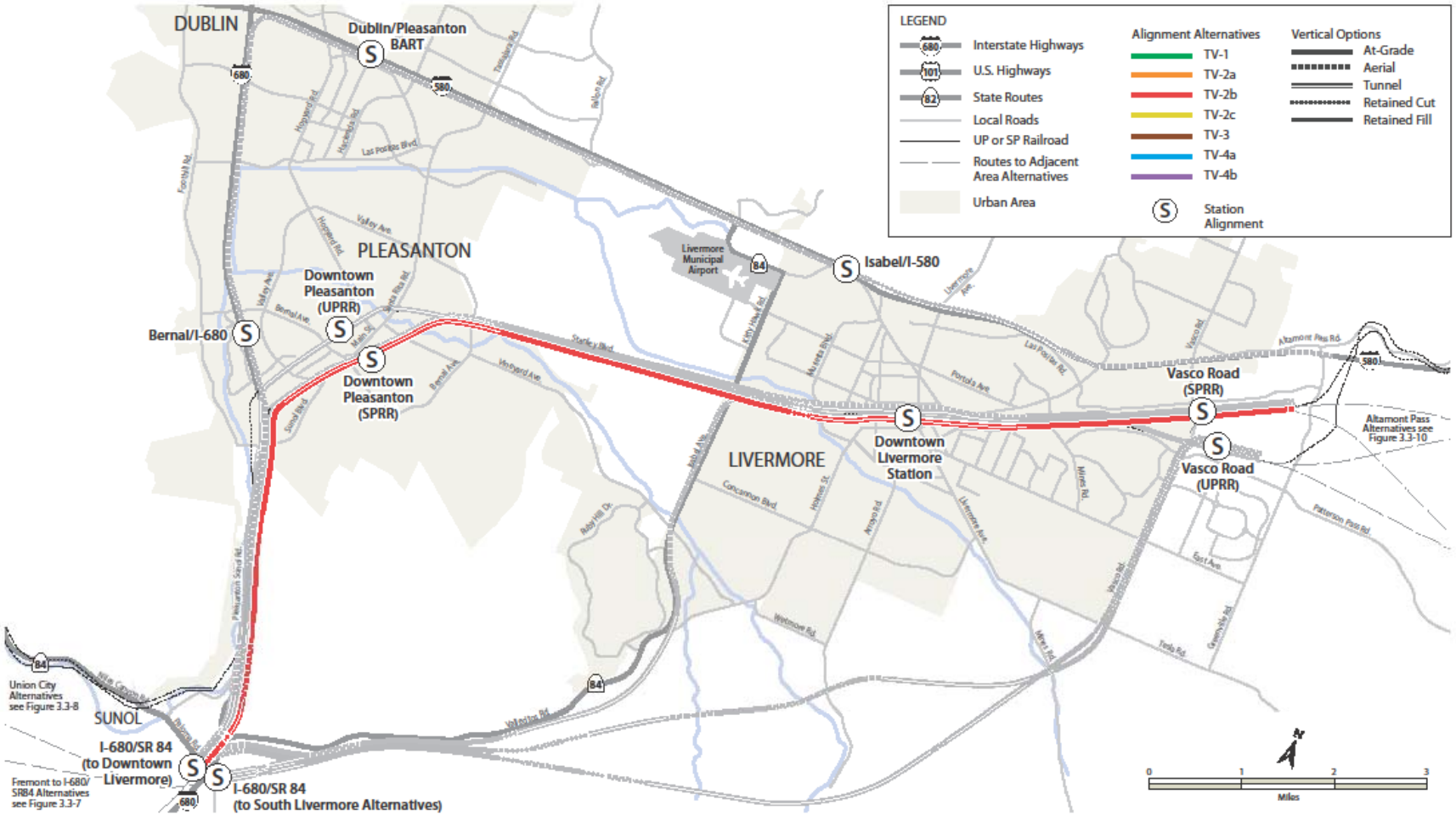
Tri Valley 2a – Downtown Above Grade

Figure 3.3-9
Alignment and Station Alternatives through the Tri-Valley (Area 2)



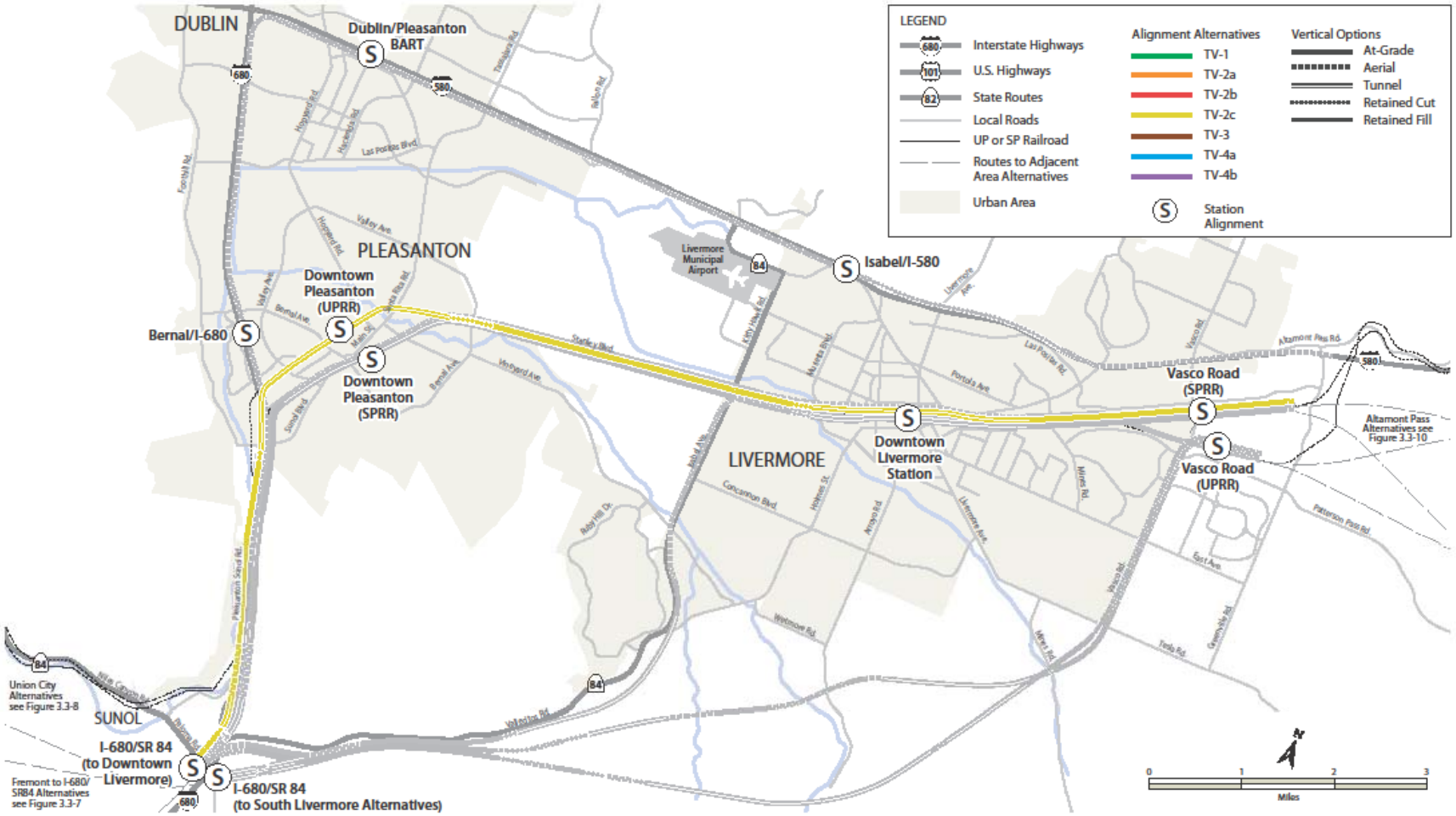
Tri Valley 2b – Downtown Below Grade

Figure 3.3-9
Alignment and Station Alternatives through the Tri-Valley (Area 2)



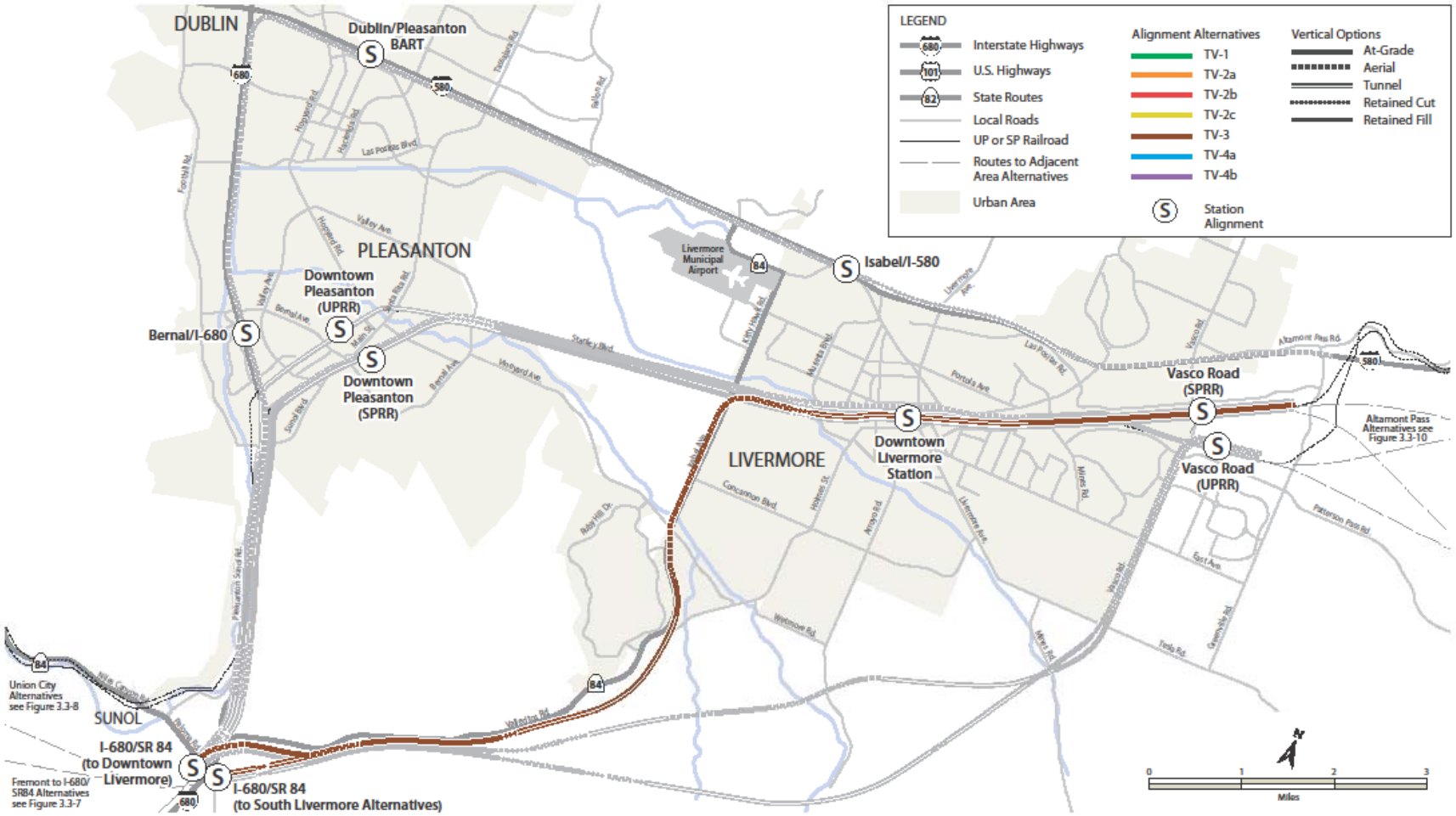
Tri Valley 2c – Downtown Below Grade w/UPRR

Figure 3.3-9
Alignment and Station Alternatives through the Tri-Valley (Area 2)



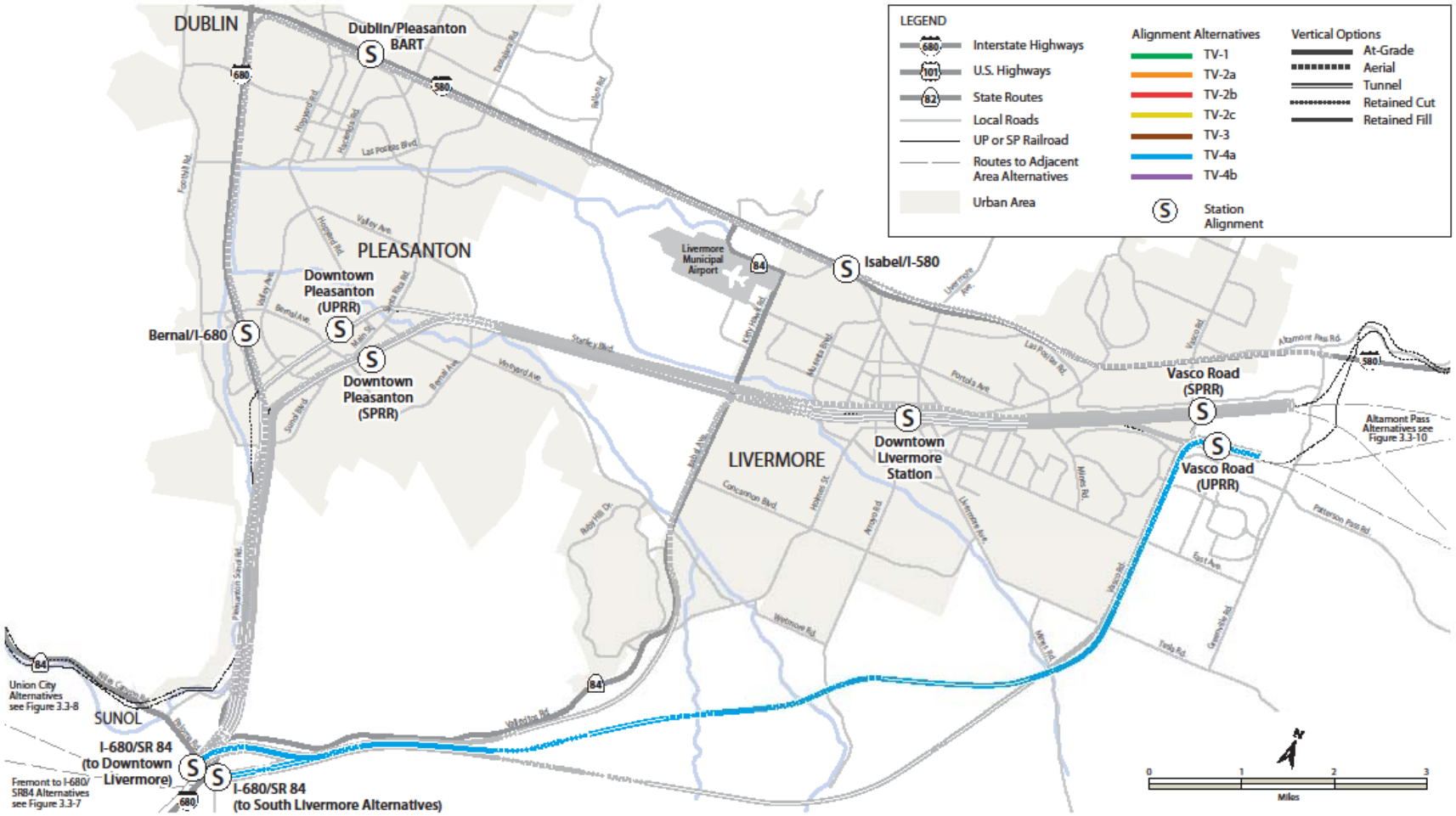
Tri Valley 3 – Route 84 / Isabel / Downtown Livermore

Figure 3.3-9
Alignment and Station Alternatives through the Tri-Valley (Area 2)



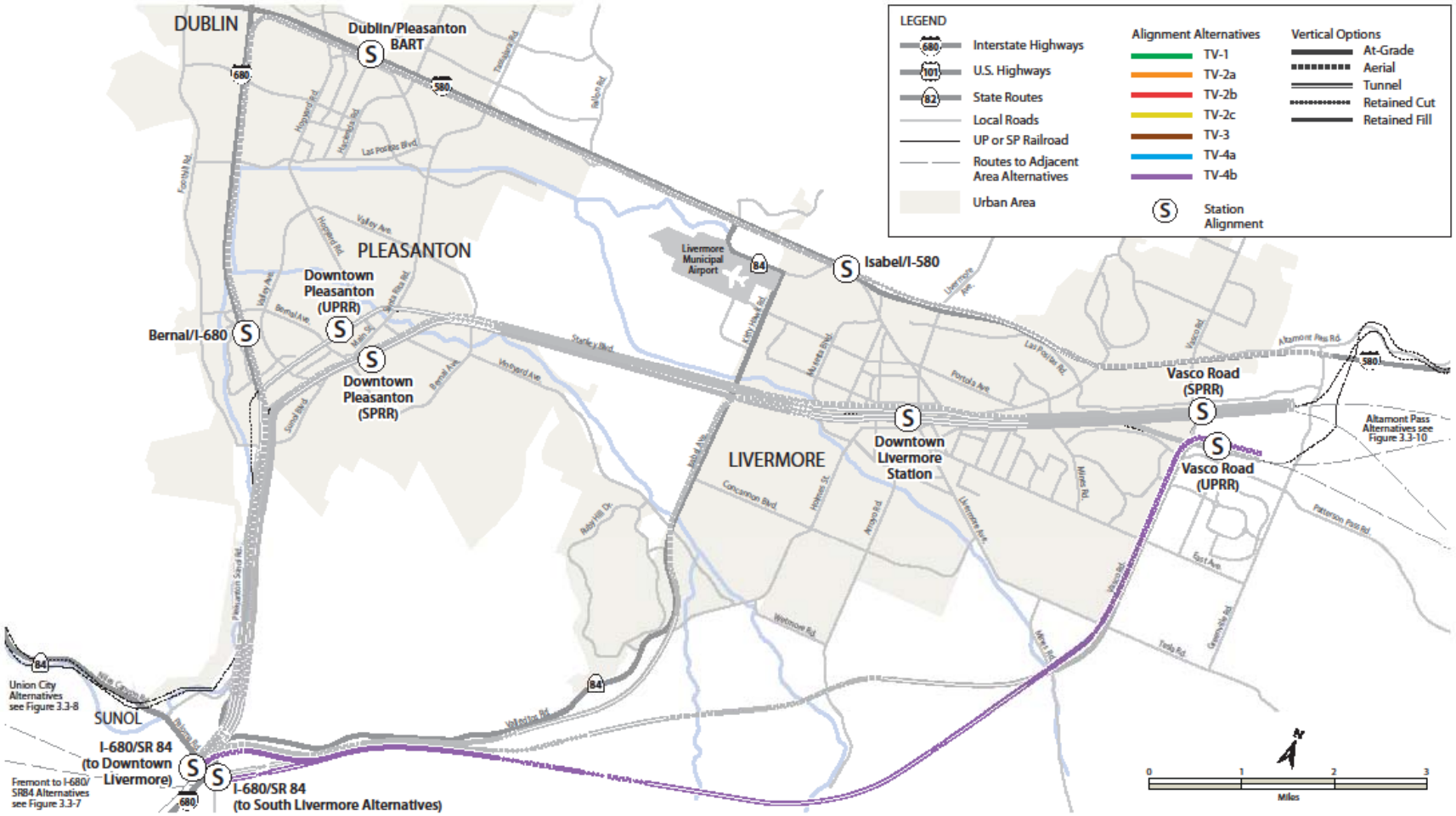
Tri Valley 4a – Route 84 / South of Livermore (a)

Figure 3.3-9
Alignment and Station Alternatives through the Tri-Valley (Area 2)



Tri Valley 4b – Route 84 / Isabel / South of Livermore (b)

Figure 3.3-9
Alignment and Station Alternatives through the Tri-Valley (Area 2)



Next Steps

- **Presentation of Preliminary Alternatives Analysis Report to High Speed Rail Authority Board – February 3 2011 (Thursday)**
- **Public Meetings (2/23, 2/24, 3/3 tentative)**
  - **Santa Clara**
  - **Tracy**
  - **Livermore**
- **Supplemental Alternatives Analysis Report (Late 2011)**
- **Preparation of Draft EIR/S (subsequently)**

Questions & Answers